

(49 CFR Part 213), and the Radio Standards and Procedures (49 CFR Part 220).

In addition, FRA has decided that the Passenger Equipment Safety Standards and Passenger Train Emergency Preparedness working groups, which currently are addressing the reinvention of 49 CFR Part 223, Safety Glazing Standards, and the steam locomotive standards working group, which currently is addressing the reinvention of 49 CFR Part 230, Steam Locomotive Inspection, should all continue their operation under the aegis of the RSAC.

FOR FURTHER INFORMATION CONTACT: Vicky McCully, FRA, 400 7th Street, S.W., Washington, D.C. 20590 at (202) 366-6569; Lisa Levine, Office of Chief Counsel, FRA, 400 7th Street, S.W., Washington, D.C. 20590 at (202) 366-0621; or Grady C. Cothen, Jr., Deputy Associate Administrator for Safety Standards Program Development, FRA, 400 7th Street, S.W., Washington, D.C. 20590 at (202) 366-0897.

Issued in Washington, D.C. on May 30, 1996.

Donald M. Itzkoff,

Deputy Administrator.

[FR Doc. 96-14260 Filed 6-6-96; 8:45 am]

BILLING CODE 4910-06-P

Surface Transportation Board¹

[Finance Docket No. 32810]

Douglas M. Head, Kent P. Shoemaker, and Charles H. Clay; Continuance in Control Exemption; Minnesota River Bridge Company

AGENCY: Surface Transportation Board.

ACTION: Notice of Exemption.

SUMMARY: Under 49 U.S.C. 10505, the Board exempts from the prior approval requirements of 49 U.S.C. 11343-45 the continuance in control by Douglas M. Head, Kent P. Shoemaker, and Charles H. Clay of the Minnesota River Bridge Company, subject to standard labor protective conditions.

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803 (the ICCTA), which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission (ICC) and transferred certain functions and proceedings to the Surface Transportation Board (Board). Section 204(b)(1) of the ICCTA provides, in general, that proceedings pending before the ICC on the effective date of that legislation shall be decided under the law in effect prior to January 1, 1996, insofar as they involve functions retained by the ICCTA. This notice relates to a proceeding that was pending with the ICC prior to January 1, 1996, and to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323. Therefore, this notice applies the law in effect prior to the ICCTA, and citations are to the former sections of the statute, unless otherwise indicated.

DATES: This exemption will be effective on July 7, 1996. Petitions to stay must be filed by June 17, 1996. Petitions to reopen must be filed by June 27, 1996.

ADDRESSES: Send pleadings, referring to Finance Docket No. 32810 to: (1) Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423; and (2) Jo A. DeRoche, 1350 New York Avenue, N.W., Suite 800, Washington, DC 20005-4797.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 927-5660. [TDD for the hearing impaired: (202) 927-5721.]

SUPPLEMENTARY INFORMATION: Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC NEWS & DATA, INC., 1201 Constitution Avenue, N.W., Room 2229, Washington, DC 20423. Telephone: (202) 289-4357/4359. [Assistance for the hearing impaired is available through TDD services (202) 927-5721.]

Decided: May 23, 1996.

By the Board, Chairman Morgan, Vice Chairman Simmons, and Commissioner Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 96-14414 Filed 6-6-96; 8:45 am]

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Surface Transportation Board¹

[STB Finance Docket No. 32967]

Norfolk and Western Railway Company; Corporate Family Transaction Exemption; the Toledo Belt Railway Company

Norfolk and Western Railway Company (NW), a Class I common carrier by railroad, and the Toledo Belt Railway Company (Toledo), a Class III common carrier railroad, have jointly filed a verified notice of exemption. The exempt transaction is a merger of Toledo with and into NW.²

¹ The ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, which was enacted on December 29, 1995, and took effect on January 1, 1996, abolished the Interstate Commerce Commission and transferred certain functions to the Surface Transportation Board (Board). This notice relates to functions that are subject to Board jurisdiction pursuant to 49 U.S.C. 11323-24.

² Toledo is a wholly owned, direct subsidiary of NW with authorized capital stock consisting of 3,000 shares of Common Stock all of which are issued and outstanding and owned by NW. NW or its predecessors have operated the properties of Toledo since the early 1900's. The Agreement and Plan of Merger provides that all shares of Toledo's capital stock will be canceled and retired, and no consideration will be paid in respect of such shares.

The transaction is expected to be consummated on or after June 1, 1996.

The proposed merger will eliminate Toledo as a separate corporate entity, thereby simplifying the corporate structure of NW and the NW system, and eliminating costs associated with separate recordkeeping, tax, and administrative functions.

This is a transaction within a corporate family of the type specifically exempted from prior review and approval under 49 CFR 1180.2(d)(3). The parties state that the transaction will not result in adverse changes in service levels or significant operational changes. In addition, while the parties do not specifically say it, the transaction would apparently not result in a change in the competitive balance with carriers outside the corporate family.

As a condition to this exemption, any employees adversely affected by the transaction will be protected by the conditions set forth in *New York Dock Ry.—Control—Brooklyn Eastern Dist.*, 360 I.C.C. 60 (1979).

If the verified notice contains false or misleading information, the exemption is void *ab initio*. Petitions to reopen the proceeding to revoke the exemption under 49 U.S.C. 10502(d) may be filed at any time. The filing of a petition to revoke will not automatically stay the transaction.

An original and 10 copies of all pleadings, referring to STB Finance Docket No. 32967, must be filed with the Surface Transportation Board, Office of the Secretary, Case Control Branch, 1201 Constitution Avenue, N.W., Washington, DC 20423. In addition, a copy of each pleading must be served on J. Gary Lane, Norfolk Southern Corporation, Three Commercial Place, Norfolk, VA 23510-2191.

Decided: May 30, 1996.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams,

Secretary.

[FR Doc. 96-14417 Filed 6-6-96; 8:45 am]

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NW is a direct wholly owned subsidiary of Norfolk Southern Railway Company (NSR), a Class I railroad. NSR is controlled through stock ownership by Norfolk Southern Corporation, a noncarrier holding company.